ON REPORT

CENTRAL INTELLIGENCE AGENCY

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Observations of Construction Activity and Naval Vessels in the Harbor of No. PAGES No. PAGES REFERENCES 50X1-HUM Att. No. Subject The report contains information on new construction and repair of port facilities and 50X1-HUM includes an annotated sketch map of the harbor.				S-E	-C-R-E-T			5	OX1-HUM
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Naval / Economic

Port of NOVOROSSISK

50X1-HUI

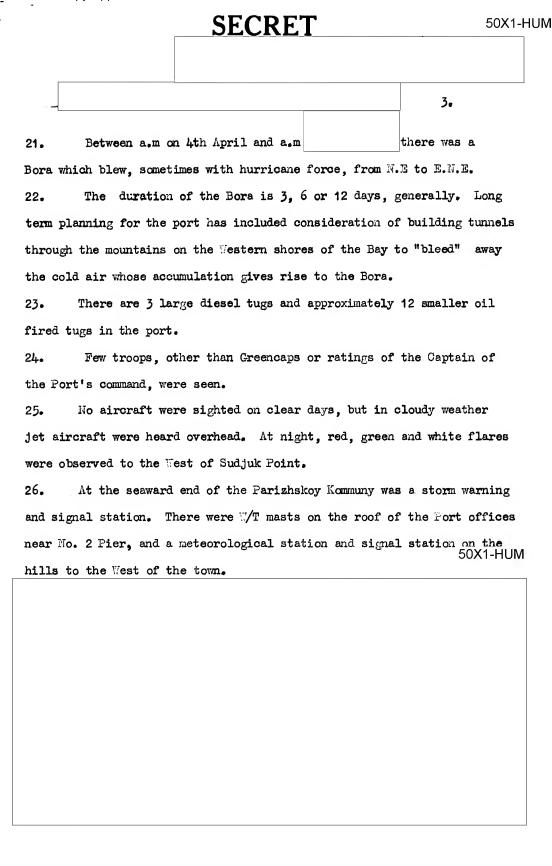
- 2. A mooring buoy has been established in approximate position 113 degrees, $9\frac{1}{2}$ cables from the outer end of the Eastern Mole. This is naval property.
- 3. A boom, which was still under construction, lay off the village outside the mole on the Western shore of NOVOROSSISK BAY, immediately opposite the mooring buoy.
- 4. At night a single funnel escort vessel was anchored between the boom and the Western Mole and swept the harbour approaches with a searchlight.
- 5. A total of 5 single funnel, single masted escort vessels of 250 or less feet in length were sighted, three in the Timber Basin and two in the Eastern corner of the harbour. No other details were observed.
- 6. A bucket dredger was at work between the Western Mole and the Import Mole.
- 7. The Coasting Mole is still under repair, concrete blocks being fitted on the outer faces and the inside being filled with rubble.
- 8. At Pier No. 4 and the hulk extending it, four oil loading berths, two on either side, were continuously in use.
- 9. Thirty five ten thousand ton tankers are projected or under construction for the export of oil to the Mediterranean.
- 10. Two suction dredgers were at work between Nos. 4 and 3 Piers and the small craft basin at the root of No. 3, on the Western side, was 50X1-HUM used by naval launches.

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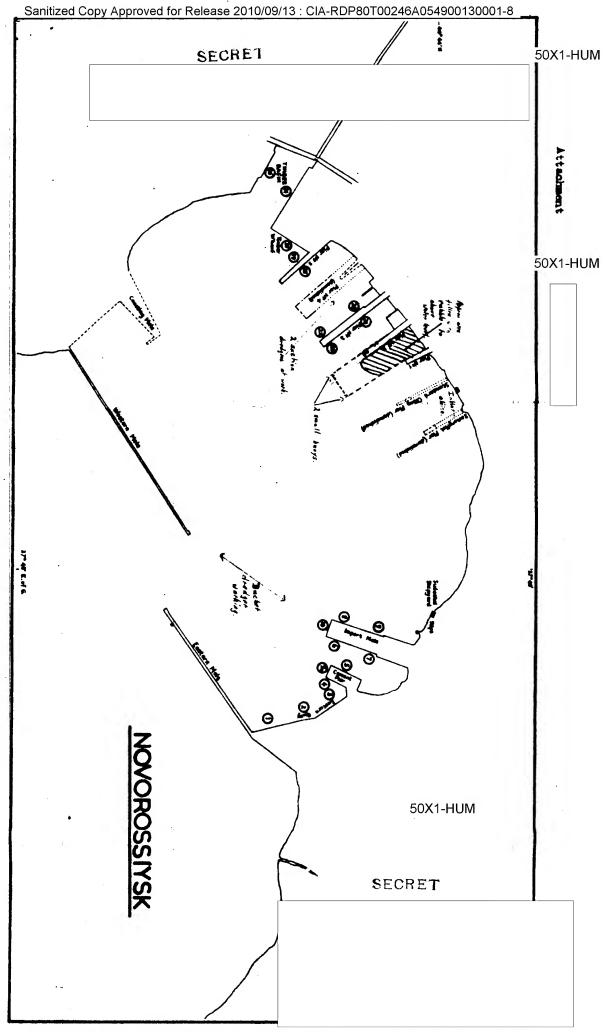
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- 11. At the root of Pier No. 2 a square quay with sides approximately 200ft in length has been built on the Western side, and there are two small warehouses on this.
- Pier No, 2 has been extended to a length of approximately
 640 ft. from the shore and the railway lines extend to the end. The space
 between Nos. 1 and 2 Piers is being filled in with rubble as a preliminary
 to the building of a broad mole. This will extend further to seaward
 than the end of Pier No. 3 and its proposed seaward limits are marked by
 two small buoys (see attached skeleton plan). The Western side of No. 2
 Pier has ample water for a ship of 27 ft. draft. There are two (approximately $2\frac{1}{2}$ ton lift) electric cranes on the pier.
- 13. No work is taking place on the two demolished piers to the East of No. 1 Pier.
- 14. Berth No. 20, on No. 3 Pier, is used by passenger ships on the Odessa Sevastopol Novorossisk Batum service, which berth for a few hours at approximately 3 day intervals.
- 15. The gate at the end of Pier No. 2 was guarded by ratings, under the command of the Captain of the Port, wearing blues and with anchors on their fur hats.
- 16. The former Port Offices are now the headquarters of the Security Service (Greencaps). On the opposite (seaward) side of the road are the offices of Inflot.
- 17. The Stalin Club for Seamen, near No. 1 Pier, is to be demolished and new port offices will be built in its place.
- 18. The oil storage tanks to the North of No. 1 Pier are still in a damaged condition.
- 19. The grain loading installation on Pier No. 3 is being dimantled.
- 20. There were numerous small diesel shunting locomotives in the port area, and also a number of larger, oil fired steam locomotives.

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MOVOROSSISK -	Port Information and N	aval Activity	
Observations in	the following report we	ere made at HOVOROSSISK	
			50X1-HUM
3. Two dredgers, or	ne suction and one bucke	et, were at work on the	
shoal patch off Sudjuk		,	
	in approximate position		
end of the Mastern Mole			hich
swept the harbour entra	nce with a searchlight a	t intervals.	
5. The following an	re details of the craft	which occupied the buoy	
		-	
			50X1-HUM
H. Secured to a mooring	y byoy in position (appro	ox) 140° 7 cables from	
	SK Eastern Mole. Employ		
	rith a searchlight at in		
Y. Anchored 2 cables S.		001 V 0 15 6	
D. Observed at dusk and			
	•		
			FOVA LUMA
			50X1-HUM

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•	Flush deck, A.M.B type hull.	
•	One small gun (approximately 2 pounder) on foredeck.	
•	-	
₹.	Small scamer on foremast.	
.	-	
5.	The following are details of a craft which was seen to	
ent	er harbour :	
н.	Entered Novorossisk Harbour from sea and proceeded to the	
	50X1-HUM timber basin.	
Υ.	At anchor 1 mile S.E of the harbour entrance.	
٥.	Good visibility. Craft observed only from the quarter.	
	50X1-HUM	
L.	175 feet (estimate).	
M.	Vertical pole mast from bridge structure.	
S.	Flush deck, low freeboard, cruiser stern. Square bridge structu	re;
	square deckhouse aft.	
T.	No armament.	
Λ_{\bullet}	-	
R.	One scanner at masthead.	
ន.	Five $\mathrm{whi}_{\mathcal{D}}$ aerials from after deckhouse and two on far side of	
	bridge superstructure.	
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		50X1-HU
8.		_
(N	North Hast) lay a small coaster discharging a cargo of sand into a	dump 50X1-HU
on	the quay. This was being removed	

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50X1-HUM
9. The sheds on the mole are not used for discharged cargo. This is
unloaded directly into trucks, of which there is no shortage.
10. Five cranes serve the Western side of the Import Mole. These are 50X1-HU
of about 10 tons capacity and all were similar in appearance.
11. Nothing was seen of slips to the West of the Import Mole. For
200 yards approx. from the root of the latter a quay wall had been built
and alongside this barges with grab cranes discharged sand. When empty
the barges were towed out of harbour by tugs.
12. Inside the Eastern Mole was a floating dock, which contained a
merchant ship of about 6,000 tons gross.
13. There are three floating oranes in the port, the heaviest having a
lifting capacity of 250 metric tons.
14. Prices quoted for fuel were: -
Light fuel oil \$19 per metric ton 50X1-HUM Heavy fuel oil \$13 per metric ton Diesel oil \$27 per metric ton.
15. Approximately 500 ft. to seaward of the Eastern Mole was a line of
five small round buoys laid equidistant from one another and parallel to
the mole. A number of larger buoys were seen close inshore off the village
to seaward of the Western Mole.
16. To the West of the Bay on a peak 50X1-HUI
10 the hope of the bay on a point
was a very large lattice radar reflector. This was 50X1-HUM not seen to rotate, but faced approximately 075 degrees.
17. Half a mile East of the above were a number of huts which appeared,
from their disposition, to be army property. In this vicinity a light

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i.e about 2 seat	er) monoplane	was seen to :	land.	
. Two searc	hlights were	observed to be	e active at night se	earching the
y, one from a p	osition close	North of the	old Turkish Fort ar	nd the second
proximately ½ m	ile northward	is along the si	nore from Penai Poir	nt.
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			50X1-HUM	
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